**AMENDMENTS TO THE CLAIMS:**

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

**LISTING OF CLAIMS:**

1. (Currently Amended) A method for ~~acquiring~~ analyzing driving data of ~~a vehicle~~ at least two vehicles involved in a collision, comprising:

calculating a three-dimensional, kinematic ~~vehicle~~ model of the at least two vehicles, the ~~vehicle~~ model including at least one linear-motion-dynamics signal and at least one lateral-motion-dynamics signal and a radar signal of an adaptive cruise control system of each of the at least two vehicles ~~that can be utilized for reconstructing a vehicle movement~~, wherein the at least one lateral-motion-dynamics signal includes a rotational-rate signal of a yaw sensor, and wherein a time basis for the at least one linear-motion-dynamics signal and the at least one lateral-motion-dynamics signal is provided by a real-time clock and recorded, and wherein the time basis is common to the at least two vehicles, and wherein the radar signal of the adaptive cruise control system and the time basis provided by the real-time clock are utilized to determine relative positions of the at least two vehicles; and

visually representing the three-dimensional, kinematic model of the at least two vehicles involved in the collision.

2. (Canceled).

3. (Canceled).

4. (Original) The method as recited in Claim 1, wherein:

the at least one linear-motion-dynamics signal includes at least one of speed signals of all wheels, vehicular-speed signals, longitudinal-acceleration signals, and a GPS signal.

5. (Currently Amended) The method as recited in Claim 1, wherein:

the at least one lateral-motion-dynamics signal further includes at least one of ~~rotational-rate signals,~~ lateral-acceleration signals, and steering-angle signals.

6. (Canceled).

7. (Currently Amended) The method as recited in Claim 1, ~~further comprising:~~ wherein ~~utilizing~~ a rotational-rate signal of an ESP system is utilized as the rotational-rate signal of the yaw sensor.

8. (Original) The method as recited in Claim 1, further comprising:

outputting a message based on the at least one linear-motion-dynamics signal and the at least one lateral-motion-dynamics signal in response to a predeterminable event.

9. (Canceled).

10. (Currently Amended). A ~~device~~ system for ~~acquiring~~ analyzing vehicle data of at least two vehicles involved in a collision, comprising:

~~a device for recording at least one linear-motion-dynamics signal and at least one lateral-motion-dynamics signal; and~~

a processing unit for calculating a three-dimensional, kinematic ~~vehicle~~ model for the at least two vehicles, the model including at least one linear-motion-dynamics signal and at least one lateral-motion-dynamics signal and a radar signal of an adaptive cruise control system of each of the at least two vehicles, wherein the at least one lateral-motion-dynamics signal includes a rotational-rate signal of a yaw sensor, and wherein a time basis for the at least one linear-motion-dynamics signal and the at least one lateral-motion-dynamics signal is provided by a real-time clock and recorded, and wherein the time basis is common to the at least two vehicles, and wherein the radar signal of the adaptive cruise control system and the time basis provided by the real-time clock are utilized to determine relative positions of the at least two vehicles ~~based on the at least one linear-motion-dynamics signal and the at least one lateral-motion- dynamics signal that have been recorded~~; and

a display device configured to visually represent the three-dimensional, kinematic model of the at least two vehicles involved in the collision.

11. (Canceled).

12. (Canceled).

13. (Original) The device as recited in Claim 10, further comprising:

a transmission device for transmitting a message.

14. (Currently Amended) A computer program stored on a computer-readable medium having a program-code that when executed on one of a computer and a processing unit results in a performance of:

calculating a three-dimensional, kinematic ~~vehicle~~ model for at least two vehicles involved in a collision, the ~~vehicle~~ model including at least one linear-motion-dynamics signal and at least one lateral-motion-dynamics signal and a radar signal of an adaptive cruise control system of each of the at least two vehicles ~~that can be utilized for reconstructing a vehicle movement~~, wherein the at least one lateral-motion-dynamics signal includes a rotational-rate signal of a yaw sensor, and wherein a time basis for the at least one linear-motion-dynamics signal and the at least one lateral-motion-dynamics signal is provided by a real-time clock and recorded, and wherein the time basis is common to the at least two vehicles, and wherein the radar signal of the adaptive cruise control system and the time basis provided by the real-time clock are utilized to determine relative positions of the at least two vehicles; and

visually representing the three-dimensional, kinematic model of the at least two vehicles involved in the collision.

15. (Canceled).

16. (Canceled).

17. (Original) The computer program as recited in Claim 14, wherein:

the at least one linear-motion-dynamics signal includes at least one of speed signals of all wheels, vehicular-speed signals, longitudinal-acceleration signals, and a GPS signal.

18. (Currently Amended) The computer program as recited in Claim 14, wherein:

the at least one lateral-motion-dynamics signal further includes at least one of ~~rotational-rate signals,~~ lateral-acceleration signals and steering-angle signals.

19. (Canceled).

20. (Currently Amended) The computer program as recited in Claim 14, ~~an execution of the computer program further comprising: utilizing~~ wherein a rotational-rate signal of an ESP system is utilized as the rotational-rate signal of the yaw sensor.

21. (Original) The computer program as recited in Claim 14, an execution of the computer program further comprising:

outputting a message based on the at least one linear-motion-dynamics signal and the at least one lateral-motion-dynamics signal in response to a predeterminable event.

22. (Canceled).